

## Civil Aviation News . . . . .

modore's relations with the Ministry were particularly amiable, and contrary to other reports those good relations still remain.

It is understood that de-icing equipment will eventually be fitted to the S.M. 95 four-engined passenger aircraft being flown by Alitalia. The company are awaiting delivery of the necessary equipment.

Captain A. C. Gazdar, operations manager of Air-India International, was captain of the Constellation on the company's first proving flight to this country. The aircraft left Bombay on April 11th and landed in London on the 15th. Regular services will be started in June.

Mr. W. Leonard Kaye, late of Messrs. L. D. Hewett and Co., Ltd., and the United States Lines, has been appointed manager of the Birmingham branch travel department of Messrs. Hogg, Robinson and Capel-Cure, Ltd., at the new premises at 104/6, Colmore Row.

On April 24th an air display will be held at Ringway Airport, Manchester, and pilots, other than those on scheduled services, are advised to avoid flying within a radius of eight nautical miles of the airport between 1300 and 1800 hours G.M.T. This display, which will include aerobatic and glider-flying demonstrations, is sponsored by the Auxiliary Air Force Reserve Command for recruiting purposes and most of the aircraft taking part will be Service types.

Licensed aircraft engineers and owners of civil aircraft are warned in Notice No. 26 that the strut between the two rudder bars on Gemini and Messenger aircraft is liable to foul the first

pilot's rudder controls when disconnected, should the stowage bracket fail. This strut should therefore be removed altogether when not required. In A.R.B. Notice No. 27 details are given of the procedure concerning the possibility of cracked spider assemblies on D.H. airscrews fitted to Viking aircraft.

Notice to Airmen No. 135 of 1948 gives details of examinations in London and Liverpool for civil aircraft radio operators' certificates of competency/licences, and also the dates for last acceptances of applications.

Member companies of I.A.T.A. have been requested by the association to operate at least 1,500 feet over East Africa in order to avoid frightening elephants and other wild game. With the vastly increased number of aircraft this nuisance has recently become serious.

Under Norway's hundred million kroner (five million pounds sterling) Defence Plan the purchase of jet aircraft will be given priority. The air raid warning and observation system is to be improved and refresher courses for all services and reserves have been arranged for the coming spring and summer.

There have been many meetings in Scotland to protest against the dismissal of Captain E. E. Fresson, of B.E.A. Sir Archibald Sinclair, Lord Lieutenant of Caithness, subscribed his name to a list of objectors, and Mr. Walter Elliot, M.P., in a letter wrote: "To sack those who can fly and retain those who can talk may encourage parrots, but it is a poor way to develop eagles." At a meeting in Inverness it was contended that air services in the northern area of Scotland had deteriorated, and a full statement on the management and future policy of B.E.A. as it affected the Highlands, and the reinstatement or adequate compensation for Captain Fresson were demanded.

## FROM THE CLUBS

In the second year of its operation at Bridlington airfield the East Riding Flying Club has increased its membership to 150. Since the beginning of the year one member has successfully completed an instructor's course and seven new A licences have been obtained; three more pupils are ready to complete their A licence tests and two are ready to take the commercial pilot's examination. During March 72 hours were flown and there is every indication of a steady increase as the summer season comes along. The fleet consists of Auster and Tiger Moth aircraft and the rates are £3 per hour, reduced to £2 5s per hour for contract block flying.

The Oxford Aeroplane Club has increased its membership considerably since the beginning of 1948 and is confident that last year's figures will be easily exceeded. During term-time, many more undergraduates are learning to fly and the contract block scheme is proving very popular; several new members have contracted to take blocks of 50 hours. Notwithstanding restrictions and lack of government assistance the club does

not intend to close down but rather expects a busy season. An Auster has been added to the fleet of Tiger Moths and is included in the contract flying scheme which provides flying at £1 15s per hour on the 100-hour block. On May 13th, 14th and 15th the Oxfordshire County Agricultural Society are holding their annual show at the aerodrome, which will be open as usual to welcome private owners and visitors from other clubs who may land without permit or charge.

Members of the London Aeroplane Club flew 70 hours in the last week of March bringing their total for that month up to 193 hours, 25 minutes. The club is flying a "Dawn Patrol" on Sunday, June 6th, and cordially invites visitors to attempt to land at Panshanger Airfield without having the registration of their aircraft noted by the defenders during the "alarm" period. Those who successfully evade the defenders will be entitled to the traditional free breakfast which, it is hoped, will be sufficiently lavish to make visitors feel their sortie was worth while. Neighbouring clubs will receive official invitations stating the time of the operation, and others who are interested can obtain information from the Secretary, London Aeroplane Club, Nr. Panshanger, Herts. Telephone Essendon 305.

To be eligible for membership of the Handlebars Club, recently formed by W. J. Hooper, better known as Raff the cartoonist, and Jimmy Edwards the comedian, applicants must be able to boast moustaches of at least 4½ inches span when at rest and 5½ inches "agrin." The extremities must be "graspable." The members enjoy insurance cover against fire risks and nocturnal removal of moustaches by "Delilah wives." The president of the club is Raymond Glendenning the well known commentator. W. J. Hooper has compiled a complete history of the moustache which will be published in about a month entitled: "You Can't Laugh it Off." If it is anything like as amusing as "Prune's Progress" its appearance will be eagerly awaited by many. Those wishing to be "measured" for membership may obtain further details from Mr. W. J. Hooper, 21a, Clarendon Street, S.W.1.



**TIPSY TEST:** After its first air test, in the hands of G/C. Gordon Slade, Fairley's chief test pilot, an Avions Fairley Topsy B is the centre of interest at White Waltham, where it is to be handed over to the Fairley Flying Club.